

BANK-NOTE FORGERS AND COINERS.

At the Mixed Court at Shanghai on the 16th June, before the magistrate, Mr. Wang and the British assessor, Mr. Mayers, three Ningpo men were charged with forging a number of \$5 bank notes, the facsimile of the Imperial Bank of China, notes, thereby defrauding the Bank and the public, also with being in the possession of machinery and plant for their manufacture. Deputy Captain Superintendent Mackenzie presided on behalf of the police, Mr. A. W. Maitland, acting Chief Manager of the Imperial Bank of China, stated that on the 10th inst. two notes were handed into the Bank which were forgeries. He communicated with Detective Inspector Armstrong. On the 14th inst. four more of the forged notes were presented at the Bank and the men were subsequently arrested. Detective Inspector Armstrong said he arrested the prisoners on the 14th. For some time he had had his eye on the chief prisoner's movements and noticed that he was continually changing his abode, and upon examination of each of the vacated places he had always discovered traces of burnt parchment and occasionally marks of red and brown paint. On the 14th inst. he arrested this prisoner in the Amoy Road, and in taking him to the station prisoner tried to give a purse to another man, who was at once arrested. The purse was afterwards found to contain a forged facsimile of the \$5 notes in question. The first-named prisoner gave information at the police station as to the whereabouts of an accomplice, and he (Armstrong) and Detective Gillman, upon searching the accomplice's premises in Seward Road, found in some bedding the wooden stamp used for stamping the Bank Manager's name on the notes, also about 20 of the notes hidden in the roof of the garret. He arrested the occupant of the notes ready for circulation and 200 in different stages of production were shown to the Court, as was also the machinery. Four of the notes are still in circulation. After examination of the prisoners by the Magistrate, the prisoner to whom the purse had been passed was discharged for want of sufficient proof of complicity. The other two admitted their guilt and were each sentenced to 10 years imprisonment.

The Assessor highly complimented Detective Inspector Armstrong and Detective J. Gillman upon the excellent manner in which they had effected the arrest, and requested Deputy Captain Superintendent Mackenzie to bring the fact to the notice of Captain Pattison.

Three Ningpo men and a Ningpo woman were charged with being in custody, with coming a number of 10 and 20 cent pieces and putting same in circulation, thereby defrauding the public, also with being in possession of dies for the purpose of manufacturing the said coins. The discovery of these "smashers" was made by Constable Lynch, who while in the performance of the special duty of tax collecting, called at No. 370, Broadway on the 14th inst., and failing to obtain admission, forced the door open and there found a quantity of coins on the floor and the dies for their production. The woman and one of the men were discharged for want of evidence against them but the other two were each sentenced to five years imprisonment.—N. C. Daily News.

YOKOHAMA LETTER.

[FROM OUR OWN CORRESPONDENT.]

YOKOHAMA, June 21st, 1899.

The progress of time has wrought a change in boys' ambition, and their one idea now appears to tend toward stoning and shooting at passing trains, and sometimes trying to wreck them. This affliction is apparent both in Japan and in England. These youngsters have on several occasions quite recently, stoned passing trains at Kanagawa, Kofu, Oso and other places along the Tokaido railway, and I had hoped that when the police caught them exemplary sentences would be meted out to the young rascals. I hear, however, that a few days ago some of them were caught in the act by the police, but were released with a reprimand. On the 30th ult. a boy (ten years of age) was caught stoning a train between Kanagawa and Tsurumi, but before being tried he succeeded in breaking one of the carriage windows. He is to be sent to a penitentiary.

In one of my previous letters I mentioned that there was some speculation as to whether the pari-mutuel would have to be discontinued after the revised treaties came into operation, and the subject is still unsettled. In this connection, however, a vernacular journal says that certain members of the Race Club have approached the Governor and the Home Minister to ascertain the views of the authorities on the subject. The question was brought up for consideration at the recent meeting of Superintendents of Local Police, but no decision has yet been given. The Home and Judicial Departments will shortly decide the matter, and the general tendency of official opinion appears to be in favour of allowing the practice to continue.

The Minister of Justice the other day made some remarks about the prison system in Japan, at a meeting of the Kanagawa Kyokai (Prison Association). After speaking of the services the association had rendered to the prison system of the country, he went on to speak of the law, and said that foreign jurists, seeing the manner in which Japanese lawyers studied foreign laws, were at one time inclined to say that Japanese lawyers swallowed foreign judicial systems, at a digest without cultivating the power to digest them or transfer their nutritive qualities into the general fabric of the body politic, but that was now happily changed. Prison matters he said were an important relation to all questions pertaining to administration of government, education, religion and political economy. By the efforts of experts Japan had developed in this respect to such an extent that, compared with the condition of the country twenty years ago, it was like a different land. When compared with the system obtaining in European countries, however, the same result was experienced as when looking back twenty years at the condition of Japan. In prison affairs he thought they had stuck too much to theory, and that the criticisms of foreign jurists might be justly applied in this instance. He did not think that any satisfactory progress had been made in the prisons, although they had undergone certain developments during the last seven or eight years. In conclusion the speaker hoped the association would make further efforts to promote the status of Japanese prisons. An foreigner resident in Japan will hardly reach that hope.

Perhaps it would interest your readers to know the number of foreign residents in Yokohama. According to the Official Gazette, there were 5500 foreigners in Yokohama at the end of 1898, and 5600 at the end of 1899. Of this number 3400 were British, 280 British, 22 American, 1000 Japanese, and 1000 of other nationalities.

94 Swiss, 46 Portuguese, 31 Danish, 21 Spanish, 7 Belgian, 21 Hawaiian and 39 Scandinavian. The male members of the population numbered 3,831.

One hears an amusing story every now and then of the officials Japanese being "done" by a foreigner. A foreign cyclist, the other day, in passing through Japanese town, knocked down a native woman and very slightly injured her. Of course a crowd quickly gathered round, and equally of course a policeman put in an appearance. The latter, after hearing what both sides had to say, produced his note-book and politely requested the cyclist to inscribe his name and address therein; the cyclist readily complied by inserting some hieroglyphics in the note-book, and the guardian of the peace was perfectly satisfied. He and the foreigner politely wished each other good-day, and the policeman informed the woman that she could rest satisfied, her case would be attended to in due course. He then told the crowd to disperse, which they did—and so did the foreigner.

When he returned to the Police Station this astute constable reported the affair to his superiors, and produced the note-book with what he thought was the foreigner's name and address; but, alas for his self-satisfaction, that inscription has all around the police department, and no suggestion can be offered by anyone as to what it means. This proceeding shows the absurdity of a policeman interfering in such trivial matters. The Japanese town is so crowded, and the natives are so extremely careless in their movements, that it is not at all surprising one of them is occasionally knocked down by a cyclist; but the policeman let matters alone in the case I have detailed, the foreigner would, without doubt, have paid the woman ample compensation for the slight injury she received, and thus the matter would have been settled to the satisfaction of all parties concerned. But no, the ordinary Japanese policeman must interfere when he is not required, and when he ought to interfere he takes no notice.

For instance, there was a case in Osaka a few days ago, where Mr. and Mrs. Barlens, with Mr. and Mrs. Wasiloff, got into trouble with their jinnikishu men. They paid off one coolie because he was intoxicated, and he immediately began to abuse Mr. Barlens, who being greatly provoked, struck him a slight blow. A policeman, who had been looking on unconcernedly until this occurred, then interposed and demanded Mr. Barlens' name and address, but the latter refused to take steps to bring the coolies to punishment. When Mr. Barlens asked him what was the legal fare, this capable officer said, "There was no tariff for foreigners; you ought to arrange what they should pay beforehand." This strikes one as rather curious, for it would be of much use trying to enforce a prior contract upon a drunken and abusive coolie.

It appears that the vernacular papers from which I obtained the information contained in my last letter were somewhat in error in some of their details of the recuses of the La Trappe. The Bishop of Hakodate has written a letter correcting the mis-statements. The age of the nuns; it would seem, was given below the proper figure, while the number of the charming recuses was exaggerated. There are only eight (not twenty) sisters, the youngest of whom is twenty-nine years of age, and they have only been settled in the locality since the 30th April, 1898. The Bishop says: "The two Japanese candidates who have just presented themselves to the community will be twenty-eight and twenty-three respectively by the time the rules allow them to make their solemn profession of monastic life." The admission of the latter will bring the minimum age down by a few years, but this statement shatters most of the romance of the thing. We can no longer shut our eyes and indulge in pleasing reflections of beautiful maidens of from fifteen to eighteen. Well, life is full of disappointments.

A COLLAPSED FILIBUSTERING EXPEDITION.

CONSUL WILDMAN DESERVES CREDIT FOR WATCHFULNESS.

Despite the numerous failures of the enterprising members of the Filipino Junta to equip and dispatch expeditions to the islands under various guises, yet they do not learn to do better, and most of their manoeuvres are engineered in so clumsy a manner that they result in failure.

The most recent attempt to open communication with the insurgents under the guise of a bona fide mining expedition was made about three weeks ago and has hitherto, for diplomatic reasons, not reached the general public.

On the arrival of Captain John T. Willoughby, mining expert on the look-out for any opening, several very genuine people sought his acquaintance; one of them had been in West Australia and readily distinguished himself into his confidence. Maps of Luzon were produced, and in the hands of Consul Wildman, who had his eyes on the outfit from the beginning. It was proposed to the Captain that a steam launch be chartered, the *Kiao Tung* owned by Tak-kee, an almond-eyed Mongolian, who, whether engaged in ironing or in mercantile pursuits, always keeps his weather eye open for the main chance. Necessary mining tools were to be procured, provisions and all other expenses to be defrayed by them and the possible profits to be divided in equal shares, the outfit to consist of four. A quartermaster of the steamer *Yung Ching*, named G. A. Stewart, was induced to leave his ship in order to navigate the launch, allured by promises of immediate and future golden showers.

The Captain, although not a visionary, deemed the prospect of locating a rich reef placer so probable that he was ready to accept the offer. However, proceedings were delayed. Becoming tired of the "manana" business, he demanded an immediate start. Then the cat came out of the bag. He was requested to visit the Hongkong agent of the Junta, Sr. Apacible. On refusal, he was told that a few passengers might be taken along as a guarantee for future aid and presence of arms. Mr. Willoughby, reluctant at having been used as a tool by a set of pumps to act against a country in which he had spent many happy years, and made many friends, lost his temper so sorely tried by continuous waiting and told the gang to go to—Jericho. Reporting the matter to Consul Wildman, he was most gently treated and informed that the Government was cognizant of the contemplated filibustering expedition, and that the launch, which was to have cleared for a mining expedition, would never have cleared, for it was to be used as a tool by a set of pumps to act against a country in which he had spent many happy years, and made many friends, lost his temper so sorely tried by continuous waiting and told the gang to go to—Jericho. Reporting the matter to Consul Wildman, he was most gently treated and informed that the Government was cognizant of the contemplated filibustering expedition, and that the launch, which was to have cleared for a mining expedition, would never have cleared, for it was to be used as a tool by a set of pumps to act against a country in which he had spent many happy years, and made many friends, lost his temper so sorely tried by continuous waiting and told the gang to go to—Jericho.

RECOMMENDED TO OUR LEGISLATIVE COUNCIL.

The North Dakota Senate has passed a bill requiring all applicants for marriage licenses to be previously examined by a board of physicians as to their mental and physical fitness for the marriage state. The certificate must show that they are free from hereditary diseases with special reference to insanity and tuberculosis. The idea is to insure that the children born of future marriages shall be sound both mentally and physically. Legislation of this kind is interesting, but that is about all that can be said for it, for there is nothing to hinder the contracting parties from going over the border into adjoining States to have the ceremony performed.

MANILA AS A MARKET.

Mr. Oscar S. Williams, the late United States consul in Manila, writes that, in response to numerous inquiries from United States manufacturers, he has had a representative firm of importers prepare a statement and furnish samples of goods most in demand in the Philippines, and this detailed report occupies some six pages of his report. Manila is a consumer of a large quantity of fancy cotton articles, and the low quality of white shirtings which were formerly imported from Spain might well undergo a change in favor of better material, and less finish. There is naturally not much use for woollens, but there is a certain consumption of flannel wool and heavy wool, light woollens, trousers, etc., some light black cloth and scarlet woollen blankets are readily sold. In woollen as well as in silk goods, black is the favorite colour. There is a market for certain lines of light and heavy linen. Manila is a large consumer of kerosene, and the Russian article competes with the American. Well-known trademarks are worth a great deal in the Philippine trade. Articles of great importance are iron, steel, galvanized iron, etc. Bar iron commands a considerable price. The commission house who furnished the report selling 137,500 pounds per month. Galvanized iron of great importance. The most satisfactory results of things when subjected to earthquakes have resulted in houses being very generally covered with galvanized iron. Trademarks should be painted on each sheet. Great care should be used in packing as a considerable rebate has to be allowed for goods stained by sea water. Other articles of large consumption are tin plate, wire nails, wire ropes, zinc sheathing, yellow metal, etc.

The exports have also been greater than the imports and therefore, the tendency of exchange is to rise continually, and money becomes scarcer. In 1897 the Spanish Government sent Philippine dollars in Spain, but the Mexican dollars, and the public took to take them at their face value. It is believed that these light dollars are still in the country. The half dollars or twenty cent pieces which the government minted never came to the full value of the Mexican currency.

TROUBLE IN CUBA.

The efforts towards annexing Cuba, though they are taking no definite shape, are beginning to occasion comment. A long statement is published by Mr. Welsh, an American planter, who declares that General Gomez, not General Rooke, is the actual Governor of Cuba; that he controls the interior, that property is not protected, and that the situation is as bad as it was under the Spaniards.

So strained is the Cuban situation that the New York Tribune heads a leading article, "Crisis in Cuba." The trouble arises ostensibly from a conflict over the distribution of the \$3,000,000, granted, perhaps needlessly, by the United States to induce the so-called Cuban army to disband. The Cuban patriots who omitted to do any fighting want a share of these millions. They have succeeded in delaying the distribution, in bringing about an open collision between Gomez and General Rooke, and in prompting anarchy throughout the interior of the island.

A HINT FOR OUR CHINESE GAMBLERS.

Among the battered folsam and jelsam that has accumulated in a secondhand store not a great distance from Jackson Square, says The New Orleans Times-Democrat, is a shabby round table with a curious secret, and no doubt a still more curious history. The top, which once was covered with green billiard cloth, which now is in tatters, and discloses a steel plate set in the centre and a large hole in the middle. The whole top is loose and can be removed, revealing an interior space containing a horseshoe magnet wound with wire and connected with an armature very much like that of an ordinary telegraphic instrument. A close examination shows an insulated wire running down one of the legs to a small knob or button protruding on the outside. Whether the top is in place the stage device is explained clearly enough by its present owner, "It is a nice table," he said, "and it has a lot of money has been won. When it was in order, there was a good-sized battery inside, connected with the magnet. When the knob on the leg was pressed the current was turned on, and that made the steel plate move. The dice they used with it had small metal disks on one face and as long as the current was on they naturally fell that side down. When the knob was released they would fall any way they chanced to come, so to keep his eye on the button and he could absolutely control his play."

A QUANT OLD JAPANESE CLOCK.

Mr. and Mrs. Joseph Witherbotham, of Chicago, in their travels in Japan, last year, came across the clock described below in a small village remote from the coast and from the cities usually frequented by travellers. The clock is driven, not by springs, but by means of weights. Its operating mechanism is not essentially different from the ordinary European clock; but the method of indicating the time is certainly unusual. Instead of two hands which travel around a dial, the clock employs a finger or indicator, which is attached to the weights, which projects through a long slit in the casing. As the weight descends, the finger likewise descends, and indicates the time as it passes over the vertical scale on which the divisions of time are inscribed. Japanese characters. These divisions are subdivided by means of an auxiliary scale, over which the indicator also travels. Apart from this curious method of indicating the time of day, the clock is remarkable for its excellent workmanship. Its beautiful ebony case, its frame, mouldings, wheels, and its polished brass and nickel plates, its queer elongated form, and its clock face, which is a work of art, are all of the highest quality.

AMERICAN VIEW OF THE ENGLISH CHARACTER.

Mr. Julian Ralph contributes a racy paper to *Harper's* for March on "English Characteristics." He begins with a concise summary of his impressions. He says: "To Americans who have lived in England the most striking and peculiar characteristics of the English people are their affection for their sovereign, their unwavering respect for caste and all monarchical institutions; their love of nature, animals and flowers, their regard for individual liberty, the precision with which they choose their words in speaking, and their rock-ribbed conservatism and confidence in whatever is English, which is surely dropping them behind in the commercial and industrial which has sprung up between them and the Germans, the Americans, and the Japanese. If I add to these the pride and comfort they take in their homes, and their excessive fondness for outdoor sports and for water, except as a beverage, it seems to me I have summed up their main traits as they appear to a stranger who studies them long enough to understand them."

To begin an analysis of their mental makeup, I have said that they always put their worst foot forward. The best houses in London—those that are most palatial within—have the dullest exteriors, and reach away in blocks of plain, box-shaped, soot-grained, factory-like buildings. Englishmen nearly always make the worst impression when they are adding to their acquaintances, and the kindest of them seem rude when they are addressed by strangers, or when either their rights, their liberties, or their comforts are in the slightest degree encroached upon. They go about doing themselves injustice. This proceeds, either from awkwardness, shyness, or confidence in themselves. They are slower in making than we; slower in every way—more deliberate, more patient, more given to reflection, to procrastination, and to taking their ease in every way.

At first the American visitor waxes impatient. But gradually he becomes grateful for the calm and peace and restfulness the English carry about with them like an atmosphere.

He finds the island a paradise for horses, thanks to good roads and incessant feeding. The feeding seems to me well-nigh perpetual. And so it is with the people generally. Tea in bed, then breakfast, lunch, afternoon tea, dinner, and late supper before retiring are of their meals, four of which are regular and habitual, with all classes. The mechanic and the labourer stop work for a drink or a bite and a smoke at mid-morning and mid-afternoon. The enervating climate accounts for this, and for the drinking habits of the people. For three months after my arrival in London I could not get warm.

At last a banker told me to take a glass of spirits every afternoon and evening. "It is impossible to live in this climate without stimulants." The drunkenness of the poor is to be traced to the same cause.

Caste he finds everywhere, ingrained even in those who profess to repudiate it. How then, it may be asked, do Americans like to live in England? The answer is instructive: "One other thing all Americans who are there cannot help enjoying. It is this; that in the freest most liberally governed of foreign lands they find their own freedom even greater than that of their English neighbours. Only his own circle and the ones beneath it are open to an Englishman, but in this circle an Englishman who is able to grace it. An Englishman in London must be particular where and how he lives; but an American may inhabit a cottage in a poor neighbourhood without damaging his social standing. He may dress as he pleases, he may even maintain a trace of Bohemianism in his entertainments, if he prefers it, or is blind to it. His mistakes are excused, and his eccentricities are credited, with kindly forbearance, to his nationality, often to himself. Several times I have known an Englishman on the easiest terms in America to drop his affability and his charmed manners when an Englishman has entered the circle and been introduced to him. Americans having no rank, are of every rank of England; but an Englishman must know all about a fellow-countryman's position, before he feels it safe to be at ease with him."

SHIPPING REPORTS.

Captain Thomson, of the steamer *Benbow*, from Singapore, reports: Fine weather throughout.

Captain Moore, of the steamer *Chingtu*, from Foochow, reports: Light airs, fine and clear.

Captain Calder, of the steamer *Mongkut*, from Newchwang and Chefoo, reports: From Chefoo to Turnabout, strong S.W. wind and fine weather; to port moderate S.W. wind and fine weather.

Captain Jameson, of the steamer *Chi Yuen*, from Shanghai, reports: Leaving Shanghai had moderate to fresh S.W. monsoon, with dull, hazy, overcast weather with big sea and dark, heavy, driving, scud from the westward, to Turnabout thence to port, light S.W. monsoon and smooth sea.

Captain Hodgins, of the steamer *Haiching*, from Tamsui via Coast Ports, reports: Moderate to fresh southerly and westerly winds throughout with clear weather. Steamers in service: *Hangchow*, *Whampoa*, *Canton*, *Sabine-Rickmers*, *Yung Ching* and *Pakofan*.

NOTANDA.

CALENDAR.

JUNE.
Meteorological means based on fifteen years observations to 1898.
Barometer.....29.764
Thermometer.....83.7
Humidity.....83.7
Rainfall.....16.49

TO-DAY.
WEATHER REPORT.
On date at Hongkong.
Barometer.....29.89
Temperature.....85
Humidity.....73
Rainfall.....0.38

TODAY.
Wednesday, 21st June, 1899.
Chinese—12th of 5th moon of 25th year of Kuang-hung.
Sun—Rising 5.40. Setting 6.40.
High water—Morning 6.40. Afternoon 1.40.
Low water—Morning 1.40. Afternoon 6.40.

ANNIVERSARIES.
1860—Melara captured by Garibaldi.
1870—Massacre at Jellison.
1885—Opening of the Erie and Baltic Canal.
1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

1898—Austro-Hungarian yacht obtains the command of mining and necessary railroads in the Philippines.

TO-MORROW.

Thursday, 22nd June, 1899.
Chinese—13th of 5th moon of 25th year of Kuang-hung.
Sun—Rising 5.40. Setting 6.40.
High water—Morning 6.40. Afternoon 1.40.
Low water—Morning 1.40. Afternoon 6.40.

ANNIVERSARIES.
1840—Canton blockaded by the British.
1855—Serious damage caused by excessive rain in Hongkong.
1893—Loss of H.M.S. *Victoria* with 351 lives.
1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.
1898—American flag hoisted on the Island of Guam—American troops land at Agaña, under fire from Spanish fleet.

AGENDA.
TO-MORROW.
Un Loong murder case at Police Court.
English mail due.
to air—Mutual Stores case at the Supreme Court.

SATURDAY, 23rd.
Noon—Mail leaves for Europe.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Tacoma (Columbia) to-morrow.
English (Ballantrae) 23rd inst.
American (Galle) 23rd inst.
Tacoma (Victoria) 25th inst.
German (Boyer) 27th inst.
American (Hankow Maru) 29th inst.
American (China) 31st inst.
Canadian (Empress of Japan) 10th prox.

The steamer *Fulani Maru* (Australian Line) left Kobe, via Moji and Nagasaki for this port yesterday and is expected to arrive here on the 27th inst.

The O. & S. S. Co.'s steamer *Galle*, with mails &c. left Shanghai for this port yesterday, Tuesday the 20th instant at 6 p.m.

The O. & S. S. Co.'s steamer *Hongkong Maru* with mails left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st instant.

The Canadian Pacific Railway Company's R.M.S. *Empress of Japan* left Vancouver on Monday afternoon the 19th inst. for Hongkong, via usual ports.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba.....at Kowloon Dock.
Isle de Luzon....."
Hailao....."
Gairloch....."
D. Juan d'Australia.....Cosmopolitan.
Hyph.....

PASSED THE CANAL.
Outward—18th May—*Darmstadt*, *Nector*, 19th May—*Thorold*, *Shanghai*, 23rd May—*Calcutta*, *Bombay*, 11th June—*May*, *Dardanelles*, *Merionethshire*, *Ellen Rickmers*, 30th May—*Padrauna*, 6th June—*Bayern*, *Manila*, *Silista*, *Oliver Branch*, *Homeward*—13th June—*Sarpedon*.

SWATOW WEEKLY SHIPPING REPORT.
(17th June, 1899.)

ARRIVALS.
Date. Vessel. Where from. Agents.
June 12 *Jialong*.....Hongkong.....J. M. & Co.
12 *Manchu Maru*.....Hongkong & Co.
12 *Tientsin*.....W. & Kiang.....B. & S.
12 *Fooksang*.....J. M. & Co.
13 *Fooksang*.....Hongkong.....J. M. & Co.
13 *Wingang*.....Shanghai.....J. M. & Co.
13 *Hainan*.....Amoy.....J. M. & Co.
13 *Thales*.....Hongkong.....J. M. & Co.
13 *Loose*.....Amoy.....J. M. & Co.
13 *Shanghai*.....Shanghai.....C.M.S.N. Co.
13 *Yungching*.....Shanghai.....C.M.S.N. Co.
13 *Kwaiyang*.....Hongkong.....B. & S.
13 *Delapheon*.....Amoy.....J. M. & Co.

DEPARTURES.
Date. Vessel. Destination. Agents.
June 11 *Taiyang*.....Shanghai.....J. M. & Co.
11 *Sichuan*.....Saigon.....J. M. & Co.
11 *Taiyang*.....Hongkong & Co. B. & S.
11 *Taiyang*.....Amoy.....J. M. & Co.
11 *Manchu Maru*.....J. M. & Co.
11 *Hainan*.....Hongkong.....J. M. & Co.
11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.
11 *Formosa*.....Hongkong.....J. M. & Co.
11 *Thales*.....Amoy.....J. M. & Co.
11 *Wingang*.....C. & Hongkong.....J. M. & Co.
11 *Hainan*.....Hongkong.....B. & S.
11 *Loose*.....Bangkok.....J. M. & Co.
11 *Kwaiyang*.....C. & Tsin.....J. M. & Co.
11 *Shanghai*.....Hongkong & Co. B. & S.
11 *Delapheon*.....Spore & Pang.....J. M. & Co.
11 *Fooksang*.....Shanghai.....J. M. & Co.

SHIPPING IN PORT.
Date. Vessel. Where from. Agents.
June 12 *Tientsin*.....W. & Kiang.....B. & S.
12 *Yungching*.....Shanghai.....C.M.S.N. Co.

ARRIVALS.
Date. Vessel. Destination. Agents.
June 11 *Taiyang*.....Shanghai.....J. M. & Co.
11 *Sichuan*.....Saigon.....J. M. & Co.
11 *Taiyang*.....Hongkong & Co. B. & S.
11 *Taiyang*.....Amoy.....J. M. & Co.
11 *Manchu Maru*.....J. M. & Co.
11 *Hainan*.....Hongkong.....J. M. & Co.
11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.
11 *Formosa*.....Hongkong.....J. M. & Co.
11 *Thales*.....Amoy.....J. M. & Co.
11 *Wingang*.....C. & Hongkong.....J. M. & Co.
11 *Hainan*.....Hongkong.....B. & S.
11 *Loose*.....Bangkok.....J. M. & Co.
11 *Kwaiyang*.....C. & Tsin.....J. M. & Co.
11 *Shanghai*.....Hongkong & Co. B. & S.
11 *Delapheon*.....Spore & Pang.....J. M. & Co.
11 *Fooksang*.....Shanghai.....J. M. & Co.

DEPARTURES.
Date. Vessel. Destination. Agents.
June 11 *Taiyang*.....Shanghai.....J. M. & Co.
11 *Sichuan*.....Saigon.....J. M. & Co.
11 *Taiyang*.....Hongkong & Co. B. & S.
11 *Taiyang*.....Amoy.....J. M. & Co.
11 *Manchu Maru*.....J. M. & Co.
11 *Hainan*.....Hongkong.....J. M. & Co.
11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.
11 *Formosa*.....Hongkong.....J. M. & Co.
11 *Thales*.....Amoy.....J. M. & Co.
11 *Wingang*.....C. & Hongkong.....J. M. & Co.
11 *Hainan*.....Hongkong.....B. & S.
11 *Loose*.....Bangkok.....J. M. & Co.
11 *Kwaiyang*.....C. & Tsin.....J. M. & Co.
11 *Shanghai*.....Hongkong & Co. B. & S.
11 *Delapheon*.....Spore & Pang.....J. M. & Co.
11 *Fooksang*.....Shanghai.....J. M. & Co.

SHIPPING IN PORT.
Date. Vessel. Where from. Agents.
June 12 *Tientsin*.....W. & Kiang.....B. & S.
12 *Yungching*.....Shanghai.....C.M.S.N. Co.

ARRIVALS.
Date. Vessel. Destination. Agents.
June 11 *Taiyang*.....Shanghai.....J. M. & Co.
11 *Sichuan*.....Saigon.....J. M. & Co.
11 *Taiyang*.....Hongkong & Co. B. & S.
11 *Taiyang*.....Amoy.....J. M. & Co.
11 *Manchu Maru*.....J. M. & Co.
11 *Hainan*.....Hongkong.....J. M. & Co.
11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.
11 *Formosa*.....Hongkong.....J. M. & Co.
11 *Thales*.....Amoy.....J. M. & Co.
11 *Wingang*.....C. & Hongkong.....J. M. & Co.
11 *Hainan*.....Hongkong.....B. & S.
11 *Loose*.....Bangkok.....J. M. & Co.
11 *Kwaiyang*.....C. & Tsin.....J. M. & Co.
11 *Shanghai*.....Hongkong & Co. B. & S.
11 *Delapheon*.....Spore & Pang.....J. M. & Co.
11 *Fooksang*.....Shanghai.....J. M. & Co.

DEPARTURES.
Date. Vessel. Destination. Agents.
June 11 *Taiyang*.....Shanghai.....J. M. & Co.
11 *Sichuan*.....Saigon.....J. M. & Co.
11 *Taiyang*.....Hongkong & Co. B. & S.
11 *Taiyang*.....Amoy.....J. M. & Co.
11 *Manchu Maru*.....J. M. & Co.
11 *Hainan*.....Hongkong.....J. M. & Co.
11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.
11 *Formosa*.....Hongkong.....J. M. & Co.
11 *Thales*.....Amoy.....J. M. & Co.
11 *Wingang*.....C. & Hongkong.....J. M. & Co.
11 *Hainan*.....Hongkong.....B. & S.
11 *Loose*.....Bangkok.....J. M. & Co.
11 *Kwaiyang*.....C. & Tsin.....J. M. & Co.
11 *Shanghai*.....Hongkong & Co. B. & S.
11 *Delapheon*.....Spore & Pang.....J. M. & Co.
11 *Fooksang*.....Shanghai.....J. M. & Co.

SHIPPING IN PORT.
Date. Vessel. Where from. Agents.
June 12 *Tientsin*.....W. & Kiang.....B. & S.
12 *Yungching*.....Shanghai.....C

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO-	TO-MORROW, 22nd June, at
A. E. Moses	HAMA	4 P.M.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 23rd June, at
P. Gouge		4 P.M.
HAJATA MARU	MARSEILLES, LONDON & ANT-	THURSDAY, 29th June, at
F. E. Sommer	WERP VIA SINGAPORE, PENANG,	4 P.M.
	COLOMBO and PORT SAID.	
RIOTUN MARU	SEATTLE (WASH. U.S.A.) VIA	THURSDAY, 29th June, at
J. W. Ekstrand	Kobe, Yokohama & Victoria, B.C.	4 P.M.
FUTAMI MARU	THURSDAY ISLAND, TOWNS-	FRIDAY, 30th June, at
C. Hillcoat	VILLE, BRISBANE, SYDNEY	4 P.M.
	and MELBOURNE.	
HAKUAI MARU	VLADIVOSTOK, VIA SWATOW,	THURSDAY, 6th July, at
M. Nishimura	AMOI, SHANGHAI, CHEFOO, CHE-	Noon.
	MULPO and NAGASAKI.	
YAMAGUCHI MARU	Kobe and YOKOHAMA	THURSDAY, 6th July, at
R. Nunoie		4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 19th June, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,
LEGHORN and GENOA.
(DIRECT WITHOUT TRANSSHIPMENT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA,
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,
NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAEL RUBATTINO Saporiti 8th July.
*DOMENICO BALDUINO Canepa 5th August.
*SINGAPORE Pizzarello 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and
carry a Doctor and Stewardess.
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,

Agents.

731a]

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
EGROT & ORANGE, rue Mathis, PARIS

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system; and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong.

SERRAVALLO'S

FERKUGINOV'S QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at
the same time being of all.

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1899.

THE LEADING CATERERS

COMPARE OUR

M. E. U. BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899.

JAPANESE PHOTOGRAPHER,

M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 96" x 48"

Choice Collection of Coloured Local Views,
Costumes, Japanese, Albums of every
Description with Gold and
Cherry Lacquered
Covers in Several Sizes.

All descriptions of work done for Amateur
Photographers and a SPECIALITY MADE OF
DEVELOPING FILMS IN THE SUMMER.

NOTE: Films are very liable to dissolve
during development in a tropical climate, but
by using the special developer supplied by this
studio, this danger is obviated without the use
of ice.

No. 88, Queen's Road Central,
(Opposite the Marine House),
Hongkong.

3rd June, 1899. [733a]

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.

Branch Office—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents—
Mitsui Coal Mines.
Ohmura Coal Mines.
Kanda Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanebuchi Cotton Spinning Mill, Japan.
The Mitsui Cotton Spinning Mill, Japan.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1899.

3rd June, 1899. [733a]

Hotel.

WINDSOR HOTEL,

HONGKONG.

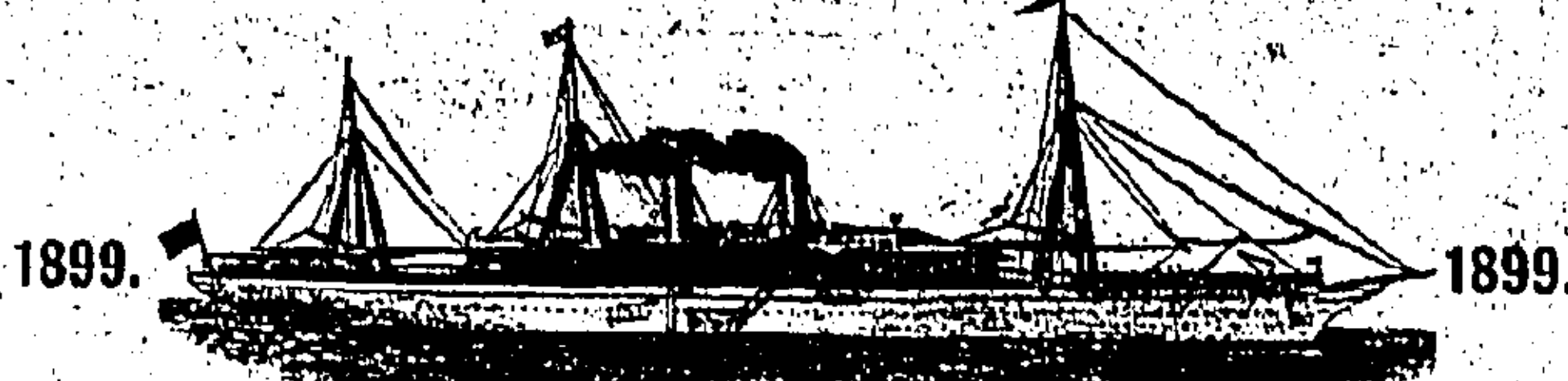
STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from EN-
FRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

J. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY SPEED PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through in all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, [5]

Hongkong, 7th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulu) Saturday, 8th July,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 3rd Aug.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 29th Aug.,
at Noon.

THE Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 8th July, at
Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway,
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. [1310]

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from EN-
FRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

J. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"NUBIA"
Capt. C. C. Henning, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for MARSEILLES and LONDON (DIRECT),
on SATURDAY, the 24th inst. at Noon,
taking Passengers and Cargo for the above
Ports.

NO TRANSHIPMENT.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th June, 1899. [5]

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FROM VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,592 J. J. Pantou... July 4.
Tacoma... 2,811 A. Dixon... July 29.
Glebe... 3,750 J. J. McGilivray... Aug. 8.
Olympia... 2,837 J. J. Truebridge... Sept. 2.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Columbia... 2,976 N. Moncur... July 8.
Stamoullakire... 2,874 W. A. Evans... July 22.
Lemo... 3,677 Williamson... Aug. 19.
Columbia... 2,976 N. Moncur... Sept. 23.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Ta-
bles. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery.
The YELLOWSTONE and NATIONAL PARK route.
Passengers to EUROPE proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 20th June, 1899. [4]

Notice of Firm.

NOTICE

I HAVE established myself this Day under
the Name and Style of LEOPOLD
SPATZ & CO., as General Merchant, Manu-
facturers' Agents and Commission Merchants.
LEOPOLD R. SPATZ,
Office: Queen's Road Central, No. 9,
Corner Icehouse Street,
2nd Floor over New Victoria Hotel,
Hongkong, 7th June 1899. [Bosa]

Mails.

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	5th July.
Burmester	(LONDON with transhipment in HAMBURG)	Freight.
*SARNIA	HAVRE and HAMBURG.	About 9th July.
Lüthschloss	(LONDON with transhipment in HAMBURG)	Freight and Passage.
D. RICKMERS	NEW YORK.	About 10th July.
Bahle	via SUEZ CANAL.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

981] CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) To-morrow, 22nd June,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 18th July,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 12th Aug.,
at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU;
TO-MORROW, the 22nd June, at Noon,
taking Passengers and Freight for Japan, the
United States and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways,
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th May, 1899. [733a]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO

AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3,379 about July 1.

Carmarthenshire... 2,929 about Aug. 1.

Carlisle City... 3,002 about Aug. 26.

THE Steamship

"BELGIAN KING,"

will be despatched for SAN FRANCISCO and
SAN DIEGO VIA NAGASAKI, KOBE, YO-
KOHAMA and HONOLULU, on

LATE HOME NEWS.

To Prolong Life.

STRANGE DISCOVERY OF AN AMERICAN PHYSICIAN.

WASHINGTON. Mr. B. F. Roberts, a reputable physician in a small town in Missouri, announces that he has made a discovery which will prolong life. He has gone to Chicago to carry on his experiments with greater freedom. Mr. Roberts's claim of life is composed of life cells from the lymphatic glands of goats which are transplanted to the human body by hypodermic injection.

Mr. Roberts claims that the accumulation of phosphorus and lime salts in the system and the lack of oxidation in the blood are the causes of old age. The goat injection overcomes these conditions, and restores the system to a normal state. Mr. Roberts does not assert that his treatment will keep people perpetually youthful, but he says it will greatly prolong life.

The Chicago doctors, who have seen some of the experiments, say the use of the injection on men and animals has had wonderful results.

Belgian Village Tragedy.

PRISONERS CONDEMNED TO DEATH.

BRUSSELS.

A murder case tried at the Antwerp Assizes presents some unusually sordid features. The actors in the tragedy were a blind, present farmer who lived in the village of Heyst, his wife, and a farm labourer, the latter a mere lad of twenty-two. The wife became enamoured of the youth, who at her instigation decamped with her blind master to a neighboring village in January last and strangled him there. The guilty pair attempted to drag the body to the railway line during the night, but were interrupted, and discovery followed. Both prisoners have been condemned to death.

Anarchism and Insanity.

BERLIN.

The relation between anarchism and insanity was discussed at length at a recent sitting of the Freie Wissenschaftliche Vereinigung in Berlin by Professor Mendel. Many Anarchists, said the learned professor, are men of healthy, even talented, mind, but weak-minded creatures, incapable of discovering the cause of their illness in life, and therefore imbued with the feeling of revenge against all mankind. Alcohol and the Anarchist Press, the professor considers, play an important part in the history of deeds of terror.

He proposes that instead of treating Anarchists as criminals they should be consigned to a mad house. The Anarchist who dies on the scaffold spurs them on to the imitation of his crime and the revenge of his execution.

Textile Strike in Austria.

VIENNA.

The strike of 12,000 hands in the textile trade at Brünn has now continued a fortnight. The employers confidently expected that the strike would break down to-day, but the men have not moved. This fight being the test of strength, the men are determined to hold out for many weeks to come, support being expected not only from all parts of Austria but also from abroad.

Sensational Murder Trial.

A RUSSIAN LADY POISONS HER LOVER AND TWO WOMEN.

ST. PETERSBURG, May 16th.

A trial of a woman which excited great local interest, owing to the high position of the accused and the number of crimes laid to her charge, has just been concluded before St. Petersburg District Court. The proceedings lasted three days, and the court-house was crowded.

The prisoner, Maria Merzhukina, of noble rank, was charged with having poisoned her lover and two women from motives of jealousy, and further with the kidnapping of a child and the forging of documents and bills of exchange. The accused was found guilty on all the counts mentioned, and sentenced to fifteen years' penal servitude in Siberia and to deprivation of her title of nobility. — Reuters.

The Gordon Memorial College.

The Lord Mayor on the 18th of May received the following letter from General Lord Kitchener of Khartoum:

Headquarters, Egyptian Army, War Office, Cairo, May 11, 1899.

My Lord, I have just received the intimation that your Lordship has paid into the Gordon Memorial College account the sum of £22,738 5s. 10d., being the result of the subscription-list at the Mansion-house your Lordship so kindly opened last November.

In very sincerely thanking your Lordship and your staff for the trouble and work that has resulted in so important an addition to the college funds, I would also like, if possible, to convey to the subscribers my gratitude for their generosity, which has enabled me to obtain the means to carry out one of the dearest projects of my heart.

I am convinced that the educational advantages thus afforded to the people of the Sudan will make them look on all Englishmen in the future as their benefactors and well-wishers.

From my numerous conversations with the natives on the subject, I can only say their feelings at present are those of absolute amazement at the noble generosity of the British public.

I have the honour to be, my Lord, your Lordship's obedient servant.

KITCHENER OF KHARTOUM.

The Right Hon. the Lord Mayor of London.

The Railway Question in China.

The Marquis of Salisbury presided on Wednesday, May 17th, at the 41st annual dinner of the Railway Benevolent Institution, which was held at the Hotel Metropole. A company numbering nearly 300 noblemen and gentlemen were present, including many distinguished representatives of the railway world. Concerning the railway question in China, the Marquis said: "The railway question is not always agreeable. It is one of the brains of all our officials, they always think some foreign Power is going to bring a railway down on the precise spot where they are. I think they seem to imagine a portable rolled-up thing you carry in your pocket, and which, as you walk, you can lay down. (Laughter.) I have traced in the mind of Consuls and men more lofty than Consuls, a terror lest some unknown Power—I will not venture to designate which (laughter)—is going to unveil a railway which will destroy the British Empire in its appearance. And then there is China. The politics of China are the politics of railways. It is entirely a question of what concessions we shall be able to get out of the Chinese Government; but whether we have any money to make the railway after we have got the concessions is a point we have never carefully examined. (Laughter.) But it is a matter of the most serious and paramount importance. We shall, at all events, obtain the right of paper to cover the Chinese Empire with railways. I earnestly hope we shall be successful, and that those who undertake it will succeed. They will have a great experience of bridge-making when they have succeeded (laughter), and I have no doubt that it will be very beneficial."

to the interests of the Empire at large. (Cheers.)

Affairs in China.

In reply to Mr. J. Walton (York, W.R. Barnley) in the House of Parliament on May 18th, Mr. Brodrick said: The railway from Peking to Hankow will enter the area referred to as the basin of the Yang-tze in the Anglo-Russian Agreement at the point in the province of Honan where it crosses the watershed of the Yang-tze.

In answer to another question by Mr. J. Walton, Mr. Brodrick said: As already stated by me in this House, the Yang-tze basin has been defined as the provinces bordering on the river, and Honan and Che-kiang. No delimitation appears necessary.

Mr. Moon (St. Pancras, N.) on behalf of Mr. Verburgh (Chester) asked the Under-Secretary of State for Foreign Affairs whether goods imported into China by rail from Port Arthur and from that portion of Ta-lien-wan which was to be reserved for the exclusive use of Russian and Chinese ships would come under Clause 3, section (H), subsections (c) and (d), of the agreement between Russia and China for the construction of the Manchurian Railway, which provided that goods imported from Russia into China by rail should pay an import Chinese duty to the extent of one-third less as compared with the duty imposed at Chinese sea-port Custom-houses, and, if destined for conveyance inland, should in such case be subject to payment of transit duty to the extent of one-half of the import duty levied on them, which payment should free them from any additional imports; and whether, seeing that the charge for transit duty, in addition to the 5 per cent. Customs duty on British goods imported into the interior of China through the treaty ports was 23 per cent. *ad valorem*, the result of the concession made to Russia would be to give Russian goods imported into China by rail from Port Arthur or the Russian portion of Ta-lien-wan an advantage of 23 per cent. *ad valorem* over British goods imported into the interior of China through the treaty ports.

Mr. Brodrick: Her Majesty's Government are not aware that the Russian Government have claimed for goods which may be imported into China by rail from Port Arthur and from that portion of Ta-lien-wan which is to be reserved for the exclusive use of Russian and Chinese ships the advantage conferred by the subsections mentioned. Inquiry will be made at Peking as to the truth of the report. If those advantages were given to the goods in question the result would be as stated by the hon. member.

Further questioned by Mr. Moon, on behalf of Mr. Verburgh.

Mr. Brodrick said: Her Majesty's Government have not yet heard of the establishment of a competent administrative body of the establishment of a Customs service at Ta-lien-wan, but they await a further communication from the Russian Government.

Mr. Gretton (Derbyshire, S.) subsequently asked the Under-Secretary for Foreign Affairs a question of which he had given him private notice—namely, whether he could give any further information with regard to the demand made by Russia for a concession to construct a railway to Peking.

Mr. Brodrick: We have been making inquiry, but we have not yet been able to ascertain that course it is proposed that the line should follow.

Liptons and Liquor.

THREE CHEERS FOR THE SIAMROCK.

Sir Thomas J. Lipton addressed a crowded meeting of the shareholders of his company at the Cannon-street Hotel on May 18th. Much enthusiasm prevailed throughout the meeting, the only adverse note being a protest mildly put as to the sale of intoxicating liquors by the company. In moving the adoption of the report Sir Thomas said that the last time he met his supporters he did not think he made any promises, but he fancied that he stated his belief in the future of the business having greater results in store for the shareholders than had been accomplished in the past. He considered that belief was amply justified, and he thought they might fairly congratulate themselves upon the results of the five years' work. The net profit earned by the company up till March 31 last amounted to £217,720, which showed a very substantial increase on any previous results of the business, being £40,000 in excess of last year. The turnover of the business for the past year had been the largest in its history. (Applause.) As stated in the report, they had built an extension of the company's cocoa factory, and they were also building an additional factory in connection with the company's preserve works. When these new factories were fitted up the company would have the best equipped works in the country for the manufacture and production of the company's various commodities, and would enable them to cope with the increase in trade which the directors looked forward to with confidence. The sum written off for depreciation the directors considered a full and ample allowance under that head. The sum of £44,261 earned prior to the incorporation of the company had been carried to capital reserve account, and was not available for division as profits. It had been said that the company ought to have recommended a larger dividend. Well, it would have been a very simple matter to do that without dividing the profits up to the hilt, but the directors considered that in a business of such magnitude their chief aim should be to place it on a safe and sound basis, and with that view to commence building up a substantial reserve fund. Of course the company had reaped some advantage arising out of the terms of agreement of sale to the company, and from the adjustment of accounts in connection with the old business. These had helped to improve the past year's result, and had caused the directors less hesitation in recommending to set aside such a considerable amount of reserve. In their business they must keep progressing and continual developments, entailing additional outlay, were necessary; hence their determination to build up a strong reserve fund. They had retained what he believed to be, one of the largest and most lucrative departments of their business—the wine and spirit branch. This had not been done without difficulty, discouragement, and hindrance, but it had been done successfully. The company were the owners to-day of more than 250 licences in full operation, with power to add to the number. They had obtained suitable and extensive bonded warehouses, so that they were in a position to do an export trade as well as the home trade, and he was pleased to be able to say that the department was now in full working order. The initial expenditure in connection with this department had come out of revenue. He thought they were justified in looking forward to this department becoming one of the most important branches of the business.

Commenting upon some criticisms in connection with the wine and spirit licences, the chairman adduced the curious argument that the company's operations in this respect really made for temperance. "Drink," he said, "is the cause of many a crime, and the company, for many years, had been selling liquors, but in view of their Government contracts they had had to restrict their sales, and the report was carried with enthusiasm, and on the

suggestion of the secretary, three cheers were given for the "Siamrocks."

Professional Sculling Race.

On the Thames on Monday, May 15th, an international sculling race was rowed between T. Sullivan, of New Zealand, who has been resident in this country some years, and W. Haines, of Old Windsor, for £400. The sculler at one time was the holder of the English championship, and Haines has proved himself the best professional punter in the country for several years, and has also performed well in sculling contests, especially in open boats, which he is able to propel with much speed owing to his great strength. The boats were the best each could get on this occasion, and while Sullivan preferred to row in a boat 25ft. long, his opponent selected one several feet longer. The shorter boat proved the more trustworthy in rough water. The race was from Putney to Mortlake, a distance of four and a quarter miles, and at several landmarks there were plenty of spectators, while afloat there was more than an average crowd. Two steamboats followed, one carrying the umpire, Mr. J. F. Ramsay, but there was little excitement after half the distance had been traversed. It was expected that Sullivan would lead for perhaps two miles, but the supporters of Haines relied on their man's exhibiting superior staying powers and eventually rowing the New Zealand down. However, after a mile had been traversed, Sullivan took a lead and quickly placed the issue beyond doubt. The only fear of his losing was expressed when he had to travel through the fearfully rough water between Chiswick and Barnes, but in this he proved himself a capable waterman. C. R. Harding steered Sullivan and T. Green acted for Haines, each coach occupying the bow seat of an eight-oared cutter. Sullivan scaled 12st. 4lb., being about three pounds the heavier, but he had an advantage in length of reach. He was slightly the better sculler, odds of 6 to 5 being betted on him. The following was the result: Middlesex Station.—Sullivan, Battersea... 2 Surrey Station.—W. Haines, Old Windsor... 2

Considerable time was wasted at the post, the men failing to come to a mutual understanding, but eventually they got off on very even terms. Sullivan at once dashed ahead, and in the first half minute led by nearly half a length, but Haines went up to him very rapidly, and the boats were running level opposite the London Rowing Club. Haines then went in front and so much faster did he travel that at the half-mile mark he was three parts of a length to the good. This state of affairs did not last long, as going up the Concrete-wall Sullivan went up hand-over-hand and was once more in the leading position. By the time Craven Steps (3min. 6sec.) were reached Sullivan had drawn his boat half a length ahead, and directly it became necessary to make the shoot for the Surrey side of the river he drew his boat clear, reaching the mile post in 5min. 8sec., a length and a half first. In the endeavour to obtain the inside of the long horse-shoe bend Sullivan increased his pace and readily placed two lengths between the boats at the site of Rosebank Villa. This advantage was doubled at Harrod's Wharf, and although Haines spurred pluckily at this point, it did not assist him to any great extent, Sullivan reaching Hammer-smith bridge in 9min. 15sec., nearly six lengths to the good. Rounding the bend into Corney Reach, where they met a "dead nose", and some fearfully rough water, Sullivan wisely hugged the shore, and his boat going through the waves in the better style, he had a lead of 25cc at Chiswick Church time, 15min. 32sec.). The conditions were even worse than they were for the next half-mile, but Sullivan picked his way carefully till he reached smoother water opposite the Bull's Head at Barnes. There was now no doubt about the result, and the water was breaking over Haines's riggers and into his boat, making his work doubly hard. Sullivan reached the winning post in 26min. 21sec., 36 seconds in front of his rival, which means upwards of a dozen lengths.

Death of Mr. Herbert Lloyd of the "Daily Chronicle."

We have to announce with the deepest regret, the death of Mr. Herbert Lloyd, a member of the firm of Edward Lloyd, Limited, and one of the proprietors of *The Daily Chronicle*, which occurred at Falmouth on the evening of May 12th at eight o'clock.

Mr. Herbert Lloyd was educated privately at Brighton, and at the age of twenty-four, being threatened with consumption, he was ordered for his health to South Africa, where he spent nearly five years at Durban. During this period, first to fill up the time, which naturally longed for his home and afterwards with more serious interest, he devoted himself to the study of astronomy, and with such success that he acted for a considerable period as honorary Assistant Astronomer there. His health was completely re-established by the climate, and he returned home cured of the illness which had immediately threatened him. Afterwards he made a prolonged journey round the world, partly for the sake of his health, and partly to investigate the conditions and needs of the export paper trade, an object which he accomplished with remarkably successful and permanent results. He remained for years in charge of the Wholesale Stationery Department of the firm of which he was a member.

Mr. Herbert Lloyd married Christina, daughter of the late Wm. Evans, M.D., F.R.C.S., Inspector-General of Hospitals, Madras Army, and leaves one son.

The funeral of Mr. Herbert Lloyd took place on the afternoon of the 17th May, in Addington Church, the funeral procession starting from Croydon, and the funeral service being read by the Rev. P. R. Lloyd, brother of Mr. Herbert Lloyd, the Rev. R. A. Bullen and the Rev. F. G. Gwyn, Incumbent of Addington. The church was filled with representatives of the firm, with Mr. Herbert Lloyd's personal friends, and with a gathering of gentlemen associated with every department of the work carried on by Messrs. Edward Lloyd. Many of these had known Mr. Lloyd from his boyhood, and had come spontaneously to offer their last tribute of affectionate regard.

The principal mourners were Master Peter Lloyd (Mr. Herbert Lloyd's son); Mr. A. H. Evans (Mr. Herbert's brother); Mr. Frank Lloyd, Mrs. Bullen, Mr. F. G. Lloyd, Mrs. Frank Lloyd, Miss Dorothy Evans, Miss Evans, Mr. and Mrs. Hartley, Mr. and Mrs. Arthur Lloyd, Mr. and Mrs. Walter Lloyd, Nurse Parker, who nursed Mr. Lloyd devotedly through his long illness, Mr. Harry Lloyd, Mrs. MacKee, Mr. C. E. Lloyd, Mr. W. R. Mills.

The Gladstone Memorial.

The Executive Committee of the National Memorial to Mr. Gladstone met on May 18th in London. The Duke of Westminster presided. The Secretary reported that the total amount of subscriptions received and promised was £28,075. A further sum of about £2,000 was expected from various sources, and additional private subscriptions were also being solicited. Mr. Hume Thompson, A.R., was

the official for the London monument has been estimated, was presented to the Gladstone Memorial Committee at Blackburn held on the same evening, it was stated that the Earl of Aberdeen had consented to unveil the statue of Mr. Gladstone which Mr. Adams-Acland is now engaged upon. Subscriptions to the fund now amount to £2,005.

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"SUMIDAGAWA MARU,"
Captain S. Nankatsu, will be despatched for the above ports, TO-MORROW, the 22nd instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st June, 1899. [798a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship.

"SHANSI,"
Captain Chinnagan, will be despatched as above TO-MORROW, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th June, 1899. [803a]

THE "MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship.

"BRAEMAR,"
Captain Nish, will be despatched for the above ports, on FRIDAY, the 23rd instant.
For Freight or Passage, apply to
DODWELL & CO. LIMITED, Agents.
Hongkong, 15th June, 1899. [799a]

THE EAST ASIATIC CO. LIMITED.
FOR MARSEILLES, COPENHAGEN AND ST. PETERSBURG.
THE Company's Chartered Steamship.

"NORDHAVET,"
Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 15th June, 1899. [771a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"IXION,"
Captain Nish, will be despatched on TUESDAY, the 27th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th June, 1899. [787a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"TANTALUS,"
Captain Thompson, will be despatched as above on TUESDAY, the 4th July.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th July, 1899. [802a]

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship.

"GLENLOCH,"
Captain McGregor, will be despatched as above on FRIDAY, the 7th July.
For Freight or Passage, apply to
MCGREGOR BROS. & CO., Agents.
Hongkong, 20th June, 1899. [814a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship.

"YANGTZE,"
H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 29th July.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 12th June, 1899. [785a]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship.

"CITY OF PEKING,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.
Hongkong, 15th June, 1899. [1]

To be Let.

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. — Summer Rates.

Hongkong, 17th May, 1899. [664a]

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (late the IMPERIAL BANK OF CHINA).

Apply to
Comptroller Office,
E. C. HOCHAPPEL, Agents.
Hongkong, 23rd March, 1899. [398a]

TO LET.
ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDING, 28, W. CORNER, Apply on PREMISES.
Hongkong, 1st May, 1899. [193a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. PAWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED),
20, 22 & 30, FORTING STREET, HONGKONG.

FRESH AUSTRALIAN CREAMERY BUTTER
ANOTHER LARGE CONSIGNMENT OF
JUST ARRIVED PER S.S. "AURORA"
50 CENTS per lb.
Hongkong, 3rd May, 1899.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings,
Hongkong, 9th March, 1897. [11]

F. CAZANOVE,
BORD-AUX.
GOLD MEDALS
Bordeaux, 1892. Paris, 1899.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.
This FLUXION is employed with success to restore the FORCES of the LIVER and FACILITATE the DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
M. E. K. A. OF DR. GOLZ.
CREME DE MANDARINE
ATHLETIC VIOLETTE SUPERFINE
Apply to
LAENDLER & Co., Paris.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIELS PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1899. [39]

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTADT & Co.,
Hongkong, 1st September, 1898. [19]

DENTISTRY
SUI-SAN,
(Late Practitioner at SAKATA),
DENTIST.
No. 1, Queen's Road Central,
Hongkong, 1st March, 1899. [106]

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,

TELEPHONES,
WIRE, &c., &c.,
PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to
W. STUART HARRISON,
Manager,
Hongkong, 18th January, 1898. [139]

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,
SOAPS,
Sulphur (Fumigating)
Candles,
AND
ALL KINDS OF
DISINFECTANTS.

"How to Disinfect."
Book sent FREE on application.
OF ALL DRUGGISTS AND
THE SANTAS CO. LTD.
1, BROAD STREET, LONDON.

SAINTS
DISINFECTING FLUID
1/-

POWDER,<

Intimations.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [196a]

LEVY HERMANOS.

**DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.**
Sole Agents in the East for the amalgamated
CLEMENS, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES' BICYCLES—PRICE...\$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
Quality C.....\$10
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

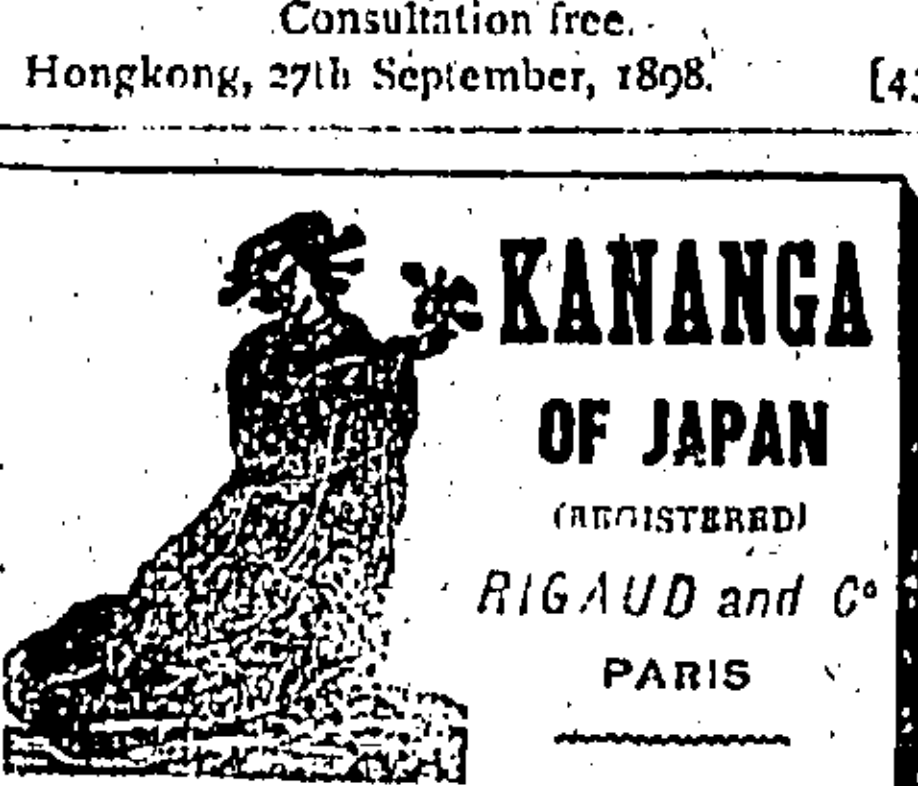
MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Co-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

SIEN TING,

SURGEON DENTIST,
No. 10, D'ARQUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.



KANANGA
OF JAPAN
(REGISTERED)
RIGAUD and Co.
PARIS

Kananga Water—the most deli-
cious and refreshing
Tonic Water. It is made from the
moisture of the Kananga tree, and
is a most valuable and refreshing
beverage.

**THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD,** begs most
respectfully to APPEAL to the Residents of
Hongkong and the Port, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superioresse will also be most grateful
for any PAPER, or OLD ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBTS contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours.

GERARD C. TOBEY, American bark, J. F.
Sutcliffe, By Order.
QUEEN MARGARET, British ship, Fraser—
Standard Oil Co.

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE
1899 RACE MEETING
with TABULAR STATEMENTS OF PLACED
and UNPLACED MONIES, JOCKEYS and
OWNERS.

PRICE 20 CENTS.
Only a limited Number printed.
Send Orders early to
"The Manager,"
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central,
Hongkong, 21st March, 1899.

OPTIMUM QUOTATIONS.

Hongkong, 21st June.
New Patna, credit, 75 1/2 per cent.
Old Patna, credit, 75 1/2 per cent.
New Patna, cash, 75 1/2 per cent.
Old Patna, cash, 75 1/2 per cent.
Patna, paper, 75 1/2 per cent.

The Share Market.

LATEST QUOTATIONS.

(June 21st.)

Hongkong and Shanghai Banking Corporation
—300 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
2 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
2 1/2 buyers.
National Bank of China, Ltd.—\$200.
Do. —\$200.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$330
buyers.
China Traders' Insurance Co., Limited—\$62.
North China Insurance Co., Ltd.—\$110.
Yantai Insurance Assoc. Ltd.—\$100.
Canton Insurance Office, Ltd.—\$140 sellers.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.
China Fire Ins. Co., Ltd.—\$88.
Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$291.
Indo-China Steam Navigation Company, Ltd.
—\$59.
China and Manila S.S. Co., Ltd.—\$85.
Douglas Steamship Co., Ltd.—\$58.
China Mutual S. N. Co., Ltd.—(Preference)—
2 1/2 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
2 1/2 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.
Star Ferry Co., Ltd.—\$144.

Refineries.

China Sugar Refining Co., Ltd.—\$175.
Luzon Sugar Refining Co., Ltd.—\$58.

Mining.

Punjab Mining Co., Ltd.—\$15.
Do. Preference Shares—\$250.
Société Française des Charbonnages du Ton-
kin—\$25.
Queen Mines, Limited—\$50.
Jelebu Mining and Trading Co., Ltd.—\$104.
Rambhadr Mining Co., Ltd.—\$60.
Oliveira & Co. Mining, Ltd.—(A) \$6.
Oliveira & Co. Mining, Ltd.—(B) \$4.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$33.
Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—400
per cent. prem.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$88.
Wanchai Warehouse and Storage Co., Ltd.—\$41.
New Andry Dock Co., Ltd.—\$154.
Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.
—\$975.
Hongkong Land Investment and Agency Co.,
Ltd.—\$91 buyers.
Kowloon Land and Building Co., Ltd.—\$24
buyers.
West Point Building Co., Ltd.—\$29.
Hongkong Hotel Co., Ltd.—\$93.
Humphreys & Estate and Finance Co., Ltd.—
\$102 1/2 buyers.

Miscellaneous.

Green Island Cement Co., Ltd.—\$281.
China-Borneo Co., Limited—\$3 buyers.
A. S. Watson & Co., Limited—\$14.
Hongkong Electric Co., Limited—\$121.
Hongkong and China Gas Co., Ltd.—\$530.
Hongkong Rope Manufacturing Co., Ltd.—\$170.
Geo. Fenwick & Co., Ltd.—\$45.
Hongkong Ice Co., Ltd.—\$112 buyers.
Hongkong High Level Tramways Co., Ltd.—
\$1424.

Dairy Farm Co., Limited—\$5.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$11.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Belle Asbestos Eastern Agency, Ltd.—\$5.
Cambridge & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$83.
Ewo Cotton Spinning & W. Co., Ltd.—\$15, 70.
International Cotton Mfg. Co., Ltd.—\$15, 70.
Lau-kung-mow Cotton Spinning & Weaving
Co., Ltd.—\$15, 70.
Soy Cheong Cotton Spinning Co., Ltd.—\$15, 350.
Yahchoo Cotton Spinning Co., Ltd.—\$15, 35.
Tebrau Planting Co., Ltd.—\$5 per share.
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
—Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 21st June.
ON LONDON, Telegraphic Transfer111 1/4
Bank Bills, on demand 1/11 1/2
Credits, 4 months sight2 1/2
Dinara, 4 months sight2 1/2
ON BEKIN, demand2 1/2
ON PARIS, Bank Bills, on demand2 1/2
Credits, 4 months sight2 1/2
ON NEW YORK, Bank Bills, on demand4 1/2
Credits, 30 days sight4 1/2
ON BOMBAY, Telegraphic Transfer14 1/2
On demand14 1/2
ON SHANGHAI, Telegraphic Transfer72
Private, 30 days sight72
ON YOKOHAMA, T.T.41 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.11
Gold Leaf too touch, per pair\$7.75
Bar Silver34 per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mr. John Angus
Mr. W. S. Bailey
Mr. D. J. Barlow
Mr. C. L. Barrett
Mr. and Mrs. A. H. Bottemheim
Mr. H. Boulton
Mr. T. F. Bungdorff
Capt. Burnie
Mr. C. M. G. Burnie
Dr. and Mrs. F. W. Clark
Mr. C. Crane
Mr. W. Donalds
Mr. C. B. Dodd
Miss Drum
Mr. A. H. Ellis
Mr. J. Ewing
Mr. N. M. Flook
Mr. J. Garcia and family
Mr. and Mrs. G. Gibson
Capt. Goldie
Major and Mrs. Griffin
Mr. I. H. Grimes
Mr. R. L. Hall
Mrs. Hillman
Mr. H. H. Hinds
Mr. E. C. Hochapfel
Mr. D. Hoffmann
Mr. M. Holdt
Mr. T. Howard
Mr. Wm. K. Hughes
Mr. J. H. Fleming
Mr. and Mrs. Joseph

Mr. L. Kelly
Mr. and Mrs. Kiene
Mr. and Mrs. King
Mr. J. Kirkwood
Mr. and Mrs. J. E. Lambie
Mr. W. H. Law
Mr. Leon A. Levy
Viscount Loute and valet
Mr. F. L. Macowdray
Mr. R. M. Makin
Mr. Mayston
Mr. W. Farfit
Mr. C. B. Peck
Mr. P. Regalado
Mr. and Mrs. A. H. Rennie
Mr. S. J. Robins
Mr. and Mrs. Rosa
Mr. C. Sherington
Mr. and Mrs. Smith
Mr. and Mrs. Spangiol
Dr. Underwood
Mr. T. E. De Witt
Mr. C. Waghorn
Mr. and Mrs. W. Whitley
Mr. H. Whitely
Mr. and Mrs. A. W. Whitlow
Mr. and Mrs. Wm. W. Whitlow
Mr. and Mrs. Wm. W. Whitlow

VISITORS AT THE WINDSOR HOTEL.

Mr. F. M. Bell
Mr. C. Belmont
Mr. and Mrs. Bertrand
Mr. W. R. Bingham
Mr. David Bright
Mr. Ch. M. Burton
Mr. E. R. Chesdale
Mr. E. Dahl
Mr. Z. Diaz
Mr. G. G. Dunlop
Mr. Fred. J. Eitel
Mr. Horace Gilbert
Mr. C. Hoskings
Mr. E. C. Kneemann
Mr. C. F. Krause
Mr. and Mrs. Y. F. Locke
Mr. H. S. Lefau
Mr. A. S. Lefau
Mr. V. E. O'Connell
Mr. M. Pardo
Mr. P. de Polignas
Mr. J. de la Rama
Mr. F. Rehbold
Mr. C. B. Schuyler
Mr. Frank H. Snow
Mr. James Summitt
Mr. R. Thomson
Mr. Alf. Torkington
Mr. H. Turner
Mr. Sam Wakefield
Mr. Henry Warner
Mr. Wm. White
Mr. W. Zelios

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Mr. H. R. Hardcastle
Beede Home Staff-Surgeon W. E.
Mr. F. R. Brayne
Mr. G. R. Bingham
Mr. P. Bure
Mr. G. J. Chappian
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Col. H. Eldade
Col. G. J. H. Evatt
Mr. A. S. Ekekel
Mr. A. Forbes
Lt. Col. A. R. Fraser
Mr. M. E. P. Frost
Colonel E. H. Gorges
Lieut. R. P. Hobson
Mr. G. H. Wheeler
U.S.N.
Home
Mr. V. E. Home
Capt. H. W. Jeffries
Mr. F. Koford
Mr. J. Lumke
Mr. E. Lee
Mr. H. Letourneau
Mr. C. W. Longuet
Mrs. C. W. Mitchell
Mr. S. A. Oliver
Hon. H. E. Pollock
Capt. H. P. Prynn
Mr. F. Ryan
Mr. A. Sinclair
Mr. A. C. Stokes
Mr. A. P. Stokes
Mr. G. H. Wheeler
U.S.N.

CRAGIEBURN.

Lieut. J. G. Armstrong, Miss Ormsby
R.N.
Mrs. Armstrong & son
Lt. Col. G. F. Browne
Mr. Alexander Donald
Rev. F. Flynn, R.N.
Mr. and Mrs. J. E. R. Morris
Lambie
Major M. G. A. S. C.
Major M. M. Morris
R.A.
Mr. Morris
Hon. and Mrs. R. D. Ormsby
Mr. F. Williams

VESSELS IN PORT.

Steamers.
CHOWFA, British steamer, 1,055 J. Williamson
10th June, Bangkok 12th June, Rice and
Wood—Yuen Fat Hong.
CITY OF PEKING, British steamer, J. F. Smith
15th June, San Francisco, 16th June, Man-
Honolulu 24th, Yokohama 5th June, Kobe
7th, Nagasaki 9th, and Shanghai 12th,
Mails and General.—P. M. S. S. Co.
DON JUAN DE AUSTRIA, American steamer,
Rowin, 20th Jan., Manila 16th January.
EMPRESS OF INDIA, British steamer, 5,904 O.
P. Marshall, R.N.R., 20th June, Van-
cover 29th May, and Shanghai 17th June.
Mails and General.—P. M. S. S. Co.
GARLOCK, British steamer, 2,414 J. Craig
20th June, Foochow 17th June, Ballast—
Order.
GODFREY, French steamer, 713, Orsin, 1st
April, Saigon 25th March, General—
Chinese.
HATING, French steamer, 705, M. Janssen
19th June, Haiphong and Hoihow 18th
June, General.—A. R. Marty.
HOHENZOLLERN, German steamer, 2,039, E.
Wohlersdorf, 19th June, Yokohama 9th
June, Kobe 14th, and Nagasaki 15th,
General.—Mellers & Co.
HUPEI, British steamer, 1,894 G. Ramsay, 4th
June, Hoihow 31st May, Sugar.—Butterfield
& Swire.
KUTANG, British steamer, 1,495, R. C. D.
Bradley, 16th June, Calcutta via Penang
and Singapore 10th June, General—
Jardine, Matheson & Co.
MEMPHIS, British steamer, 1,980, S. J. George
15th June, Sydney 13th May, Port Darwin
24th, and Manila 2nd June, General—
Gibb Livingstone & Co.
MICHAEL EISEN, German steamer, 710, H.
Bendixen, 16th June, Moji 10th June,
Coal.—Chinese.
NESTOR, British steamer, 2,417, W. Asquith,
20th June, Glasgow 15th April, and Sin-
gapore 15th June, General.—Butterfield
& Swire.
SALVADORA, American steamer, 688, J. Col-
tello, 17th June, Manila 14th June, Gen-
eral.—Brando & Co.
SUNGLAND, British steamer, 994, C. B. N.
Dodd, 16th May, Manila 7th May, Gen-
eral.—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Deasler,
15th June, Java 6th June, Sugar.
Siemssen & Co.
YAWATA MARU, Japanese steamer, 2,367, A. E.
Moses, 18th June, Sydney 31st May,
General.—Nippon Yusen Kaisha.
YEDO MARU, Japanese steamer, 1,068, S.
Saito, 20th May, Saigon 26th May, Rice,
—Dodwell & Co.

Sailing Vessels.

G. C. TOBEY, American bark, 1,390 J. F.
Shurille, 4th May, Tacoma 7th Nov.,
Timber.—Order.
HENRY FAIRING, American ship, 1,850,
Metreman, 23rd Mar., Tacoma 12th Jan.,
Timber.—Order.
P. N. BLANCHAN, American bark, 1,503, N. W.
Blanchan, 15th June, Chicago 12th May,
Ballast.—Captain.
ROSE, British bark, 465, Riekers, 12th June,
—Freemantle, W.A. 1st May, Sandil-
Wood.—Siemssen & Co.
SHERARD OSBORN, British schooner, 876, R. H.
Dunnall, 13th June, Singapore 4th
June, Telegraph Cable.—Telegraph Co.
SOFALA, British 4-mast ship, 2,160, Thomas
Auld, 1st May, New York 26th Jan.,
Case Oil.—Standard Oil Co.
TAM O'SHANTER, Amr. ship, 2,464, Ballast,
15th June, Yokohama 20th May, Ballast,
—Arnold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 21st, 1899.
Alacrity, despatch vessel, 1,700 tons, 10 1/2
knots, 200 h.p., Commander A. H.
Smith-Dorrien, Wei-hai-wei.
Albatross, 1,050 tons, 6 guns, 1,100 h.p.,
Comm. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, Wei-hai-wei.
Bayfield, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. C. J.
Colville, C.B., Yokohama.
Bonaventure, 2nd class cruiser, 4,300 tons, 18
guns, 9,000 h.p., Capt. R. Montgomerie,
Shanghai.
Briton, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wey Wei-hai-wei.
Centurion, 1st class battleship, 10,000 tons, 14
guns, 13,000 h.p., Captain R. J. Jellicoe,
Wei-hai-wei.
Daguerre, 1st class gunboat, 2,000 tons, 200
h.p., Capt. W. W. White, Shanghai.
Eagle, 2nd class gunboat, 300 tons, 3 guns,
200 h.p., Lieut. Comdr. E. Chadwick,
Shanghai.

Finn, twin screw, torpedo-boat destroyer, 400
tons, 5,000 h.p., Lieut. Com. R. Kayes,
Hongkong.
Firebrand, 3rd class gunboat, 450 tons, 3 guns,
200 h.p., Hongkong.
Grafton, 1st class cruiser, 7,500 tons, 12 guns,
13,483 h.p., Capt. W. Fisher, Manila.
Handy, twin screw, torpedo-boat destroyer, 200
tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 200
tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,300 tons, 9,000
h.p., 18 guns, Captain G. Callaghan,
Amoy.
Humber, storeship, 1,640 tons, 800 h.p., Com-
H. J. Davison, Wei-hai-wei.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Wei-hai-wei.
Linnit, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 970 h.p., Commander W. W.
Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. P. S. St. John,
Manila.
Phaon, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. S. V. V. De M.
Copper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 25,000
h.p., Hon. H. Lambton, en route Wei-
hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut. Com. The Hon. G. A.
Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 353 tons, 3
guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
en route Wei-hai-wei.
Victorian, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Yokohama.
Waterwitch, surveying vessel, 630 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
320 tons, 6,000 h.p., Lieut. Comdr. E.
Kelly, Hongkong.
Wiener, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Amerigo Vesputti, Italian cruiser, 1,200 tons,
Capt. Zee, Singapore.
Bengo, Portuguese gunboat, 462 tons, 3 guns,
400 h.p., Lieut. Com. Marques, Macao.
Elna, Italian cruiser, 3,530 tons, Capt. G.
Giorio, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064
tons, 11 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain
Ed. Incomvati, San Mun.
Saïda, Austrian cruiser, 2,350 tons, Capt.
Guarde, Shanghai.
Strambol, Italian cruiser, 3,350 tons, Captain
Cantamini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.,
Captain Molas, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Eliskis, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons,
12 guns, 1,150 h.p., Captain Bolsman, at
Nagasaki.
Dimitri Donskoi, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Sererebren-
nikoff at Vladivostok.
Gremiatshy, Russian armoured cruiser, 1,492
tons, twin screw, 12 guns, 2,000 h.p., Capt.
Boubenoff, at Port Arthur.
Korolyev, Russian cruiser, 1,200 tons, 9 guns,
1,200 h.p., Capt. Sererebrennikoff, at Port
Arthur.
Krysser, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachnoff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Tcheriche, at
Vladivostok.
Nayadid, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zaring, at Port Arthur.
Odivari, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coppanoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 3,000 h.p., Captain Virens, at
Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons,
Capt. Domojoff, at Port Arthur.
Rurik, Russian flagship, 10,040 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,575 h.p., Capt. Group, at Port Arthur.
Siala, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Baranoff, at Vladivostok.
Siala Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 h.p., Capt. C. Patenayoff,
at Port Arthur.
Slootch, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.
Vladimir Monach, Russian cruiser, 6,000
tons, Prince Ouchomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 2 guns, 650
h.p., Com. Molevsky, at Vladivostok.
Vostok, Russian torpedo boat, 400 tons, 18
guns, twin screw, 3,500 h.p., Capt. Rogul,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 850 h.p., at
Vladivostok.
Zabzka, Russian cruiser, 1,230 tons, 20 guns,
2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 3 torp tubes, 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Swaborg, 1st class, Russian torpedo boat, 60
tons, 3 guns, 3 torp tubes 780 h.p., speed
19.7 knots.
(1st and 2nd class.)
Finn, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Novorossi, Russian torpedo boat, 87 tons, 4
guns, 2,900 h.p., 22 knots.
Podorski, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Siala, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Storkan, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soochik, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sverdlov, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.

Sinai, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Ubiur, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexeff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 465 tons, 6 guns, 453
h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,068 tons, 36 guns,
4,500 h.p., Capt. Jeannet, at Yokohama.
Baudouin, French cruiser, 891 tons, 8 guns,
14 guns, 895 h.p., Captain Termet, at
Cheloo.
Brutus, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Comde, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Descaux, French protected cruiser, 3,985 tons,
36 guns, 631 h.p., Captain Bernard, at
Nagasaki.
Eclair, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Foliot, French cruiser, 2,321 tons, 23 guns,
2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns,
850 h.p., Capt. La Seyne, at Cheloo.
Jean Bart, French cruiser, 10 guns, 8,000 h.p.,
Capt. Chesmar, at Tokyo.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons,
36 guns, 9,000 h.p., Capt. de Brielat, at
Manila.
Pluton, French despatch-boat, 545 tons, 4
guns, 400 h.p., Comdr. Videt, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
860 h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 4,400 h.p., Capt. B. de Brotilat, at
Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Viper, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constelle, at Bangkok.
Flagship of Rear-Admiral Gigault de
Bedollet.

THE GERMAN SQUADRON.

Arcona, German cruiser, 2,370 tons, 20 guns,
2,400 h.p., Captain Remke, at Singapore.
Cormoran, German cruiser, 1,640 tons, 14 guns,
2,700 h.p., Comdr. Brunsat, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns,
4,900 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 3,500 h.p., Capt. Placher, at Swatow.
Irene, German cruiser, 1,400 tons, 22 guns,
8,000 h.p., Capt. Obentimmer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 h.p., Captain Gulich, at
Manila.
Kaiser, German flagship, 7,676 tons, 28 guns,
7,800 h.p., Captain Stubenrauch, at Wei-
hai-wei.
Mowee, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Baltha, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kinchow.
Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.